GRUMMAN plane news

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Test pilots — 'There aren't many real youngsters . . .'

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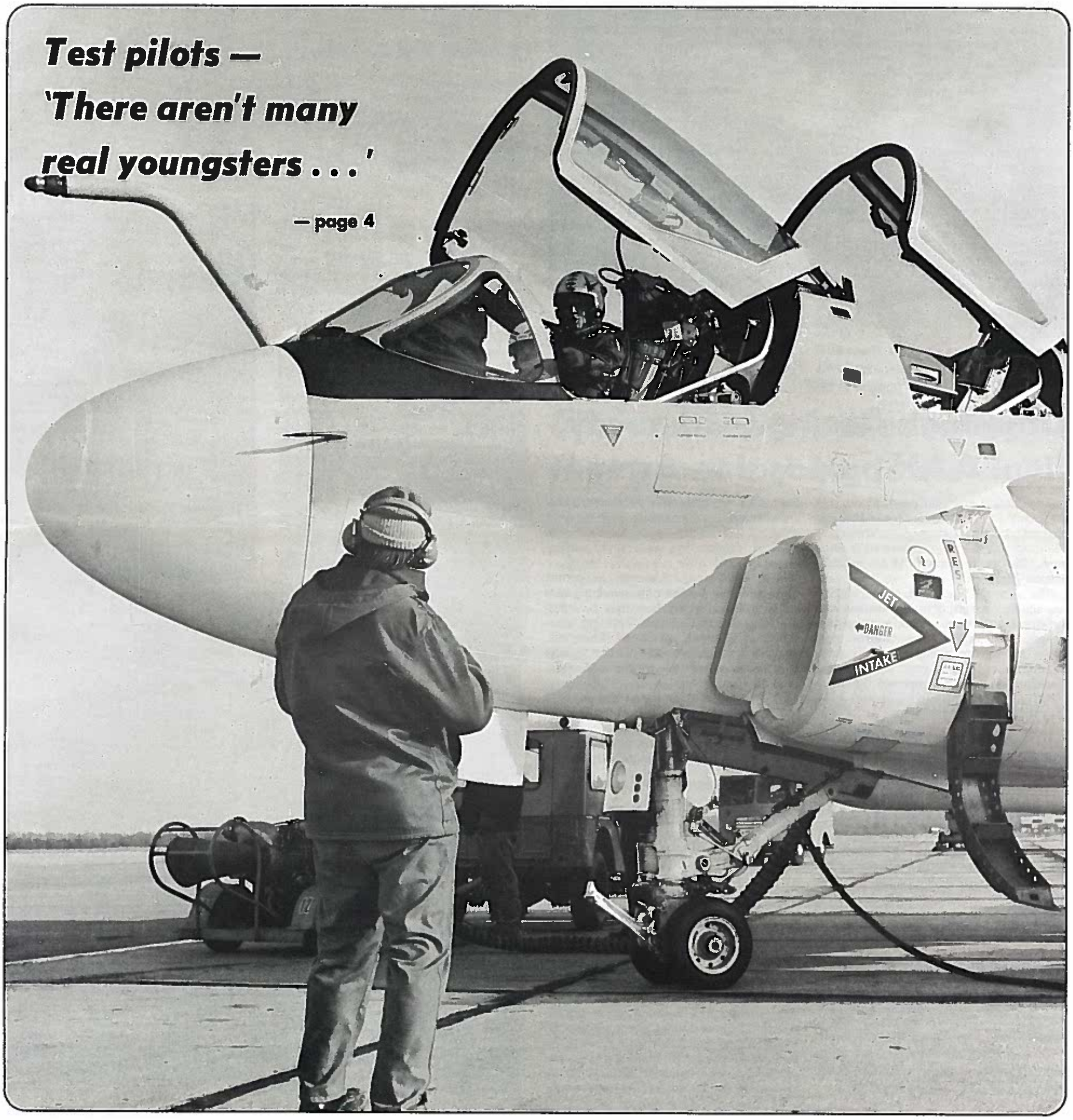


Tomcat shows solid progress with on-target missile launch...

How goes the Tomcat? Very well indeed.

Not too long ago, an F-14 at Point Mugu, California, tracked five separate target drones, identified four of prime priority, and launched four missiles at them simultaneously. There was one direct hit. The other three missiles came within lethal range.

That was the first time that such a capability had been demonstrated. And it was seen as more than a simple milestone; it was an effective marriage of the F-14 AWG-9 system.

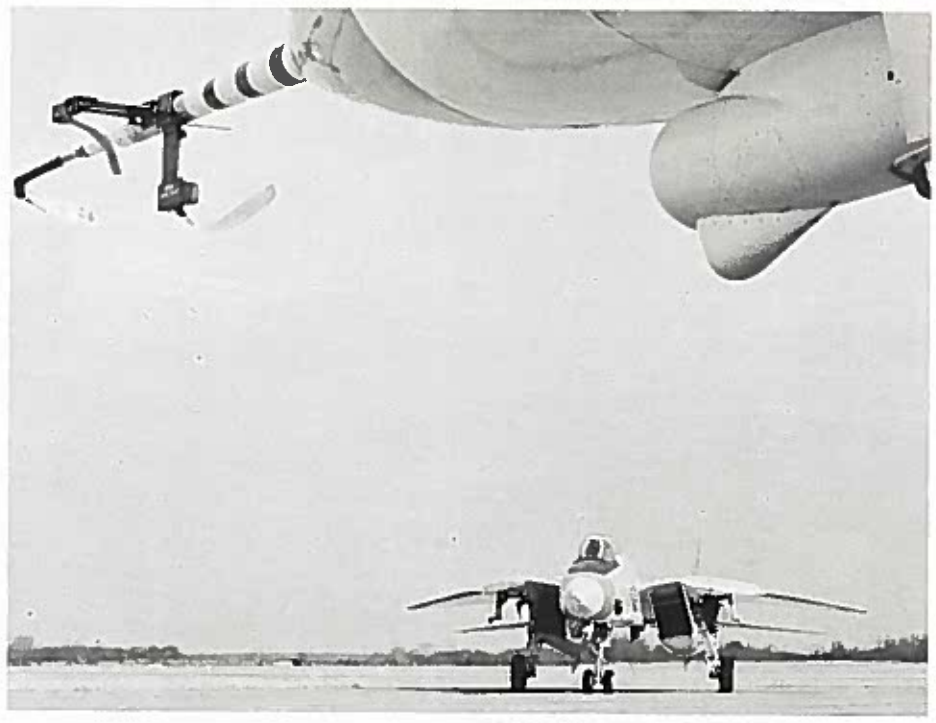
There was solid progress on other Tomcat fronts:

- At Mugu there are 10 Tomcats going through contractor tests and Navy evaluation.
- Aircraft Nos. 15 and 16 have gone through 1,200 flight hours of test with the weapons system, of which 450 hours were flown by Navy pilots.
- Total flight-test hours are more than 2,200 since last November.

Test F-14B engine

Back on Long Island, the F-14B No. 7 prototype is now at Plant 6. The first advanced-technology engine is 90 percent tested. The forward module of Tomcat No. 48 is being worked on now in Plant 1. As further evidence of progress, Tomcat No. 23 has made its first flight—and in a short while No. 24 will do the same.

So. east and west, the Tomcat is really flying.



. . . and Aussies add plaudits

Four top men from "down under"—Australia—got a crack at seeing at first hand the performance of the F-14.

Late last month, Air Vice Marshal Des Douglas and Air Commodore Neville McNamara both got the opportunity to fly in the back seat of an F-14 with Grumman Chief Test Pilot Chuck Sewell while two other members of the Australian Defense Mission to the U. S. A., Cdr. John Matthews, a Royal Australian Navy pilot, and Wing Cdr. Jack Boast, flew in chase planes.

Sewell demonstrated some of the Tomcat's stall characteristics that the Aussies termed "incredible." Douglas called it quite a ride. The Australian quartet said that "From the official fighter pilot's point of view, the F-14 answers every frustrating question that has dogged jet flying."

Tomcat on display

Two of the top officers in the Royal Australian Air Force spent a day at Calverton late last month looking over the Grumman Tomcat, the Navy's air-superiority aircraft. And apparently the meeting was a rousing success. Above, F-14 No. 8 is shown returning to Calverton flight line after one of the test hops, while, at right, Air Vice Marshall Wes Douglas prepares to board Tomcat for flight with Chief Test Pilot Chuck Sewell. Below, Air Commodore Neville McNamara and Sewell seem to be enjoying a quip as they return to Plant 7 ready room following demonstration flight in Tomcat. (Photos by Dick Sander)

Grumman-Boeing team ready final AAH proposal to Army

The design proposal deadline for the Boeing/Vertol-Grumman AAH (Advanced Attack Helicoper) is February 15—just a few high-pressure days from now. The cost proposal is to be submitted March 2.

Then, in all likelihood, there will be an ongoing series of presentations and briefings, just as occurred in other programs, such as the Space Shuttle. And after all the presentations and questioning, the U. S. Army will make a decision as to the winner of the competition. That should come in about mid-June.

Grumman's responsibilities during the prototype phase would be to design, construct, and join the forward fuselage and center-section to design, test, and integrate a weapons system with "visionic" sensors and to integrate cockpit displays as well as a variety of weapons.

The AAH is a two-man helicopter that employs Boeing's unique hingeless rotor system, which furnishes fine flying characteristics, stability, and simplicity. Its rotor, made of fiberglass, is used for lightness and ability to sustain damage from enemy fire and striking objects.

A full-scale mock-up of the AAH is now in Bethpage's OAO (Orbiting Astronomical Observatory) clean room. Shortly it will be delivered to the Army Aviation System Command, St. Louis, Mo.

Call Copernicus space success

"The OAO-3 mission has been officially declared a success." So said Jesse L. Mitchell, director of Physics and Astronomy Programs, Office of Space Science, National Aeronautics and Space Administration, in a recent report to President Joe Gavin.

In substantiating that statement, Mitchell stated:

"The data obtained by the scientific instruments during four months' operation meet the approved pre-launch primary objectives. In addition, all secondary mission objectives have been accomplished.

"We are looking forward to additional significant scientific return during a long and productive life for this very important astronomical instrument. Congratulations to you and all members of the OAO team."

OAO-3, which was dubbed Copernicus by NASA, was launched from Kennedy Space Center on August 21, 1972.

Tips for editors

Vice President Jack Rettaliata will speak to the L.I. Communicators Association on Monday, February 12, at the Holiday Inn, Plainview. His topic: "What management expects of communicators, and what communicators should expect of management."

Geiser, Milihram, Gatto collect top shares in rich payoff on ideas

Project Sterling, Grumman's Suggestion Award Plan, stimulated ideas for improvements from 60 Grumman Aerospace employees who were recently awarded $10,000 in United States Savings Bonds.

Topping the list of winners are Henry Geiser who earned an award for $1,350; Frank J. Milihram of Grumman's Sterling, Virginia, facility was awarded $1,300; and James V. Gatto received a $1,150 award.

Geiser of Hydraulics, Plant 1, suggested that the titanium drain lines on the F-14 be fabricated of aluminum, a metal which would not only be more durable, but considerably less expensive. Time spent on fabrication, including testing and inspection, could also be reduced with aluminum drain lines. In addition, the aluminum, along with AN fittings (Air Force-Navy), would reduce the cost of materials and labor.

Time saver

Milihram, recently retired, suggested a multi-purpose universal head for portage measuring machines. The portage machine is used to inspect and measure parts. The new attachment for the portage layout and inspection table required several added parts to get an accurate digital reading. Thanks to the permanently attached part suggested by Milihram, many man-hours are saved and the inspection process is faster.

In the cards

The problem James Gatto found in Production Control, Plant 1, was with Vat (Vertification and Traceability) cards becoming detached from Manufacturing Change Orders (MCO) .To resolve this Gatto suggested incorporating a Vat card that becomes part of the MCO. Then the shop only has to put in date and shipping number, tear off and turn in for closing out the configuration IBM forms.

Gatto was so excited over his winnings, he says he "plans to take his beautiful wife on a trip, she certainly deserves one."

Included among recent award winners are:

$425 - Joseph R. Schnitzer, Hydraulics, Plant 2.

$375 - Ernest Baker, Final Assembly, Plant 6.

$325 - Harry Henshaw, Jack Bacheller, both of Mfg. Shops, Plant 83 and Plant 2, respectively.

$300 - Paul A. Wagner, Electronic Test, Plant 14.

$250 - Bernard Mallow, Prog. Proc. Ops., Plant 1; Edgar B. Stricklin, Mach. Shop., Plant 56.

$225 - Gustavo Hudo, Jr., Wing Final Assem., Plant 3; Patrick Towey, Stockroom, Plant 27.

$175 - Dominick Bullo, John Menell, both of Steel Parts, Plant 2; John K. Flores, Flight Data, Plant 4; Raymond J. Yarsinki, P/S Tech. Writing, Plant 34E.

$150 - Cleo Rhodes, William Harmon, both of Sub. Assy., Plant 27.

$125 - Ralph Warren, Fuse. Joining, Plant 1; Louis Pastore, Mech. Process, Plant 2; Walter A. Klimpel, Plant Maint., Plant 36.

$100 - Vincent J. Lambert, Sub Assembly; Joseph Kasten, Fus. Sub. Assem.; Ralph Warren, Fuse. Joining, both Plant 1; Gerald Bradie, Methods, Plant 2; Robert K. Barth, Q. C. Engr., Plant 3; Kim Goldenberg, Static & Fatigue Tst. Engr.; Evelyn Doherty, Word Processing Catr., (since, left the Company); Edward Moles, Q. C. Lab, Plant 10; Walter Patocki, Fiberglass, Plant 27; Michael J. Hare, Mgmt. & Control, Plant 58; Kenneth Kettenacker, Mfg. Shops, Plant 88.

$75 - Vincent J .Lambert, Burton Pettit, both of Sub-assembly, Plant 1; John P. McCormick, Inspection, Plant 3; Alexander Stefanovich, Preflight, Plant 7; James Magee, Richard Bozzella, both of Repair Control, Plant 30.

$50 - James J .Taffner, Elec. Fab., Plant 1; Richard Johnson, Salvatore Tranchina, both of Sub-assembly, Plant 1; John A. Zuk, Supp. Equip., Plant 5; Ralph D. Miccio, Joseph Randazzese, both of Stress Relieve & Hot Form, Plant 2; Edward Hazard, N/C Machines, Plant 3; Martin Tonkelowitz, Chem. Engr., Plant 12; George Ketcham, Sub. Assem., Raymond Kelp, Fiberglass, Plant 27; Henry Salz, Anthony Iovino, and Erwin Deuschle, all of Specifications, Plant 34D; Rudolf Bernstein, Specs. & Standards, Plant 35; Salvatore Assenza, Hull. Assem., Plant 36; Frank Slinkowski (since left the Company); Earl S. Seabrooks, Inspection, Plant 55; Hugh Devlin, Mfg. Shops, Plant 83.

C. E. - Harry Chocheles, Quality Control; Ruth Peyrat, Clarence Haynes, both of Info. & Rec. Service, Plant 35; Wiley E. Williams, Space Mgmt., Plant 83.

Farewell. President Joe Gavin of Grumman Aerospace presents the unusual commemorative gold Apollo pin to Walter Gaylord, last of the heads of RASPO (Resident Apollo Spacecraft Program Office). (Photo by Fred Annette)

James Gatto

Henry Geiser

Editor's note . . .

We have received several Project Sterling suggestions to institute a Letters to the Editor column. That's a good idea, but not good enough to earn an award 'cause we've printed letters to the editor since 1968—as long as they are concerned with corporate-related activities and are of sufficient interest. One thing we've been missing though . . . letters.

Gaylord: 'Always the feeling that we were going to make it'

"It's kind of sad . . . we were part of a team and proud of it," said Walter Gaylord as he was finishing packing and ready to leave Grumman to take another assignment with NASA.

Gaylord, the last head of the RASPO (Resident Apollo Spacecraft Program Office) team that had lived at Grumman for 10 years, had mixed emotions. He remembered the triumphs and the labor, "those months of 12-hour days, seven-day weeks. We were all totally involved, up to our ears, all the time. They were the most rewarding and memorable years of my life."

So leaving was "really sad, but . . . " He shrugged, as if to ask "What can we do?"

Most of us were running

It was 10 years ago to the month that Gaylord and the RASPO group came to Grumman and set up shop. He came in as a propulsion engineer, later became chief engineer, and finally, manager in October, 1971. The first priority for the entire RASPO team "was to get things going as fast as possible, to resolve design changes as the vehicle matured. By 1966 or '67 LM-4 became the baseline vehicle."

He said that RASPO's fundamental task was "to make sure that NASA's requirements were met. That involved overseeing basic aspects of the LM, and to do that there were about 50 of us, at peak. Reps of other companies were here, too: Boeing, General Electric, the Massachusetts Institute of Technology, and so on. It was a tight, smooth running team—and most of us were running!"

Gaylord lauded the RASPO-Grumman relationship:

"There was high technical excellence, and nothing selfish. Naturally, there were butterflies on the first mission, but there was a lot of faith, too. There was always the feeling that we—Grumman and RASPO—were going to make it. The cooperation was fantastic."

CALENDAR of events

Notice of events for period Feb. 26 to March 9 should reach Plane News by Feb. 28.

Amateur Radio Club: Wed., Feb. 21, 5:00 p.m., Radio Shack, top of Plant 5, bus. meet.. guests welcome. Emmett Goodman, Ext. 87125.

American Society for Metals and American Welding Society: Sun., Feb. 21, 5:30 p.m. free cocktail hr.; 6:30 p.m. din.; 8:30 p.m. meet., King's Grant, 150 Sunnyside Blvd., Plainview, N.Y., Local Chapter, presentation of "National Alloy Systems", guest speaker, guest welcome. Phillip Niedringhaus, Ext. 3076.

Coin Club: Every Wed., 12:05 p.m., Vendor conf. rooms, Plant 25, informal lunch meet. Ken Hale, Ext. 1961.

Duplicate Bridge Club: Every Thurs., 5:45 p.m., Plant 30 cafe., partnerships arranged, no reser. needed, guests wel. Dan Panshoukain, Ext. 2798.

Society of Advanced Materials & Process Engineers: Tues., Feb. 13, dinner 6:30, meet. 7:30 p.m., King's Grant Motor Inn, Exit 46, L. I. Plainview, N. Y. Metro. Chpt., Guest speak., Mr. S. Koran, Zicon Corp. Sonya Westerback, Ext. 2725.

Stamp Club:. First 3rd Wed. of month, 5 p.m., Plt. 30, cafe., circuit book sales, swap, auction, gen. dis., new mem. & guests. E. Manaker, Ext. 3513.

Flight testing — planes get more complex, pilot's job gets busier, more demanding

The test pilot checks the instrument panels, taxies the aircraft to a far end of the landing field, "revs 'er up," and sends it barreling down the runway and lifts off for a flight. Perhaps a couple of hours later, he lands, turns off the power, gets out, and that's that. But is that all there is?

The real world of test flying can be a thrilling one, without question; but simple, no. Flying machines designed and built for a combat role today are extremely complex, and the corollary is that a special and very highly trained person is required to flight test them. That holds true not only for the pilot but also for the WSO (Weapon Systems Officer) or MCO (Missile Control Officer). Whether the plane's a two-seater, like the Tomcat, or a four-seater, like the EA-6B Prowler, each crew member has to be expert, thoroughly professional, because he's part of a tightly knit team.

However you look at it, test flying a new bird (or a substantially modified old one) is a tough, demanding business. That it's hazardous goes without saying, though there are some, like test pilot Frank Wagner, who almost dismiss that part of it by saying that "safety is the major consideration in getting an aircraft ready for flight, so we (the test pilots) don't have to worry when we take off." In other words, the ground crew knows each aircraft thoroughly and the crew wouldn't release it for flight if there were something amiss. Broadly, that's true but test pilots don't "leave it to George"; they check out everything, instrument by instrument, before taxiing to the flight strip. So Wagner is not being cavalier at all. He's just pointing out that there are so many other people around making certain an aircraft is safe that that decreases the load on him.

And the load is heavy. "It's a lot more than being up there admiring the view," as one of the test pilots put it wryly. The statement is almost typical of a test pilot's view in that there's a lot of kidding around among them . . . buoyant, flip, light needles poked always in fun. One pilot said simply, "It has to be that way." Perhaps it does.

That aside, work — hard work — is one of the prices a test pilot pays for his love for flying. Usually, a flight schedule is made out on the day (or night) before a test flight. That schedule spells out in detail a lot more than simply the flight test points the pilot is to make: in addition to his "flight cards," provision has to be made for such things as chase planes, a helicopter, tankers, targets, and so on. On the ground, a fire truck stands ready, along with other supporting equipment and facilities, such as the ATS (Automated Telemetry Station), which keeps a real-time record of every flight test.

"A pre-flight briefing might last 15 or 20 minutes, or as long as an hour or two, depending on circumstances," says test pilot Pete Tummillo, project pilot on the Prowler. "There's no way to know, no average briefing time."

The pilot(s) pull(s) on the flight suit and, on call, goes to his plane and checks it out, a process that generally takes 20 or 30 minutes. When everything's checked — the plane, the ATS, the supporting aircraft, the tower — the plane takes off and flies the test points planned in the briefing. With direct aircraft-ground voice communication, as well as plane-to-plane communication, plus ATS's output, everyone knows where everyone else is.

"Then, after the test flight is over," comments test pilot Dick Van Allen, "you're only part way through the day. There's a de-briefing that goes over the flight, point by point, just as you flew it." And Ernie van der Heyden adds, "The point, of course, is to make sure there weren't any holes, any things missed or things to be fixed." All of that takes place before an audience, so to speak: the pilots, test conductor, and engineers involved.

"After you've replayed the entire mission," Wagner says, "there's a lot more ahead. The next order of business is to write a flight report that, as concisely as possible, documents the flight's purpose, tells what happened, and gives your results, conclusions, and recommendations. It's really an updating and guide as to where we stand — something that program management, engineering, and various sections of the Company are vitally interested in."

It should not be assumed, either, that only one test flight per day is the rule. Two a day aren't unusual, and occasionally, there may be three. Each constitutes a separate flight, therefore, a separate flight report. Obviously, test pilots do more than fly. . . .

'Able to sense things'

There aren't any handy "shortcuts" in this reporting job either. Every flight report has to be at first-hand, for only the pilot who flew the mission knows in depth what happened, how a bird performed. As Ed Curtis, test pilot on Tomcat No. 8 says, "There are things that don't show up in the real flight no matter how much sophisticated equipment there is aboard. After all your flight experience, you're able to sense things. You get to a stage when you 'feel' something's not right . . . and you hesitate and tell yourself 'Let's not do that again,' and later, maybe when you're back on the ground, you learn you were right . . . at least, most of the time."

Which gets us directly into the matter of flying experience. Chief Test Pilot Chuck Sewell observes that, "There aren't many real youngsters—guys in

Photos by Fred Annette

their twenties — in flight testing. Figure it out: you have to log in 1,500 flight hours, including combat experience, before you can go to TPS (Test Pilot's School). That takes a few years. TPS runs for eight months or more, part flying and part studying. We require an engineering degree, TPS, 2,500 to 3,000 flight hours, combat flights, a commercial pilot's license, and instrument rating. So you're 33 or 35 years old at best before you can qualify as a test pilot.

"Then, too, you have to qualify once every 45 days on whatever plane or planes you're test flying."

Right now, Sewell says he has a stable of 17 test pilots (of whom 10 qualify as experimental test pilots, six production pilots, and one helicopter pilot). "One of the main points," he says, "is flexibility — having pilots qualified for many types of Company-built aircraft, like F-14, A-6, EA-6B, E-2C. That way we minimize down-time." Phrased differently, he keeps his "stable" busy.

Indeed, quite busy for there's more to the job than flying, briefings, and reports. An abbreviated run down includes such items as: giving presentations on critical flight tests to Corporate officers; updating NATOPS (Naval Air Training and Operating Procedures and Standardization) program; visiting and briefing active squadrons on aircraft and weapons systems; attending meetings with Navy personnel; flying utility aircraft for parts pick-ups; working with product design and development people; promoting the flow of new ideas; and what Sewell calls "most important—mixing with and exchanging ideas and pleasantries with all those guys and girls who build our planes."

It's a rugged schedule, for any test pilot. The hours alone are staggering . . . yet, each morning none seems the worse for wear. But behind it all there's a question, one that may have no answer:

Why? Why the hours? Why take the risks? Tummillo responded simply, "I enjoy it." Wagner called it "psychic income." Maybe it comes down to what Ed Curtis said:

"I just love flying . . . and I enjoy doing something that's never been done before."

Hellcats make Coliseum debut, trip LILCO on court, 67-61

January 31st was a big night for the Grumman varsity basketball team. They played against LILCO in the Nassau Coliseum for a handful of diehard Grummanites in the preliminary game before the Virginia Squires and the N.Y. Nets took the court. Though they could never measure up to the professionals —and who can to Dr. J—they won 67-61, demonstrating why they captured the Industrial League title last year, and why they are on the road to a repeat performance.

From the first tap at center court, the Grumman cagers dominated the young, inexperienced team. At half-time, the Hellcats had opened up an 18-point lead, due mainly to Jim McKinstry and John Ebron controlling the boards and fine outside shooting by Frank Quarto.

By the fourth quarter, the varsity squad seemed to have tired considerably as the younger LILCO team came storming back to cut the lead to six points before winning 67-61 at the final buzzer. High scorers for the winners were Quarto, 16; McKinstry, 14; and Krol, 8.

In Industrial league play, the Grumman cagers defeated IBM 93-79. Piling up a 31-13 lead in the first quarter, the Hellcats substituted freely for the remainder of the game. Overpowering the losers under the boards, Jim McKinstry shared scoring honors with Frank Quarto with 21 apiece; Eddie Krol chipped in with 20.

In Huntington League play, the Hellcats slipped so second place following a heartbreaking loss to the Roadrunners, 99-98. Trailing by one point with 25 seconds to play, the varsity flubbed it, missing their final three shots.

Bouncing back after their defeat, the Grumman hoopsters racked up their seventh victory, slaughtering a team called GH, 106-60. After breaking a 19-19 tie in the first period, the team surged to a 53-39 half-time lead. Walt Gleich, Krol, Geandron, Ebron and Cruthers led the second half onslaught with 18, 16, 14, 13, and 11 points, respectively.

Opening tap. Stands look kind of empty, but the action was heated during Grumman Hellcat-LILCO game played prior to N.Y. Nets-Virginia Squires feature at the Nassau Coliseum. Grumman won it, 67-61. (Photo by Bob Settles)

Alston leading Fowler for top position on varsity pin squad

The fourth round was over. John Alston had held on to his first-place standing in the men's varsity bowling trials with a 1,146 for six games, finishing with a grand total of 4,607 for the 24 games rolled so far. The slim lefthander from Electron Beam Welding in Plant 2, sipping a beer after the evening's work, let it all hang out: "We're going to win the Industrial tourney this year; and if we don't, I ain't ever coming back."

That's pretty definite. John appears as if he's going to lead the Grumman team into the 16-team classic in a couple of weeks—he leads George Fowler for the top position by 84 pins with only three games to roll—and he seems determined that the Grumman team will go into the Industrial tournament with a winning attitude.

And why not? Last time John went out for the team in 1970 he paced the varsity rolloffs, too. But things didn't turn out very well in the tourney: Grumman was in contention until the round but was knocked right out of the title picture when one of the squad members didn't show up—and neither did his replacement. It has been five years since Grumman last won the team crown in the Industrial tourney, and maybe it's about time that someone had something to say about the drought. Right on, John!

Alston's 209-568 and 209-201-578, although they kept him in the top spot, were not as high as Jack Nielson's 227-213-622, George Ulrich's 220-606, and George Fowler's 245-612. Fowler (4,523), Nielson (4,492), Ulrich (4,455), and Don Eivers—he had 211-581 and 222-570 in the fourth session for a 4,438 total—follow in line after Alston. Rounding out the top 10 are Ed Hilbert, 229-571 and 229-606 (4,430); Buzz Goodman (4,420); Frank Tucholski, 200-584 and 200-205-592 (4,414); Ben Plawski, 215-565 and 554 (4,384); and Mike Greggo, 540 and 222-546 (4,373).

Action resumes this Saturday, February 10, at Mid Isle Lanes, starting at 8 p.m.

Earlier, Alston moved back into first place (he had lost that spot in the second round of the rolloffs) with 207-214-613 in the first three-game set and 203-200-578 to close out the third session of the trials.

Slate ping pong, billiards play

Play is scheduled to get underway Monday, February 26, in the 29th annual table tennis tourney at Grumman, with competition set for plants at Bethpage, Calverton, Wyandanch, and Garden City. Action at other plants depends on the number of those submitting entry blanks, said Herb Mahoney, tourney director for GAA.

Entry deadline for both singles and doubles has been set for Friday, February 16. An entry registration form contained on this page should be submitted to GAA, Plant 30, Bethpage.

Winners and runners-up from plants in the Bethpage area will advance to the all-Bethpage finals, scheduled for Plant 3. Plant champions will compete for Class A titles, and runners-up will go after Class B crowns in the interplant playoffs.

Doubles play will precede singles competition this year—that's a switch from last season—and a double-elimination system will be used for the tournaments. (An individual or team must lose two matches before being eliminated from the tourney.)

For further information, call Herb Mahoney on Ext. 2133 or 2269.

Billiards tourney

Nobody's owning up to anything like the sobriquet "Minnesota Fats" — and who would in these think-thin times?—but there will be plenty of pretenders come Thursday, February 22. That's the day set for the start of the annual Grumman Athletic Association's pocket billiards tourney.

According to tournament director Mike Cherry, matches will be conducted every Thursday evening, starting at 5:15 on February 22, at the House of Lords in Plainview. Elimination games will be 75 points, one loss and out.

For further information, call Cherry on Ext. 2133 or 2269.

Table Tennis Tourney

Entry Blank
Singles

Name .....

Plant ..... Dept. ..... Perm. No. .....

Days ..... Nights ..... Phone Ext. .....

Doubles

Partner's Name .....

Plant ..... Dept. ..... Perm. No. .....

Days ..... Nights ..... Phone Ext. .....

Entry Deadline, Friday, February 16
(Forward to GAA Office, Plant 30)

Pocket Billiards Tourney

Entry Blank

Name ..... Ext. .....

Perm. No. ..... Dept. ..... Plt. .....

Entry Deadline, Friday, February 16
(Forward to GAA Office, Plant 30)

Wanted

CAR PARTS: Driver's side dr., '64 Impala, 2 dr. hd. tp.; manual shift/steer., post assem. for '66 Dodge Dart. MO 9-7714.

OLD CARS: '46-'48 Mercury, any body style, 585-6933, after 6 p.m.

FISH TANK: 30 gal. AT 3-0509.

GO-CART CHASSIS: less eng. 878-1928.

CAMPER UNIT: Truck for Ford pick-up. 475-8440.

WOOD TOOLS: Shaper, jointer-planer. 724-2496.

CASH REGISTER: After 5:30 p.m. JU 7-2273.

EQUIP.: Tractor, backhoe/ front bucket. 878-2803.

APT.: 3½ room, prvt. ent., North Shore, utilities, mature bus. couple, $200. After 6 p.m. 979-7307.

Ride Wanted

SETAUKET: Rte 25A to or near Plt. 17, 8 to 4:30. 751-3391.

HEMPSTEAD: Plant 35, 8 to 4:30, R. Dunkley, Ext. 86640.

BELLMORE: Plant 2, 4:30 p.m. to 1.00 a.m. 781-7175.

STRGT. PATH: 11th St. or Booker Ave., Wyandanch, N.Y. 643-2961.

For Rent

ROOM: Seaford-Massapequa, lg., priv. bath & entr., gentleman pref. SU 1-8750.

APARTMENT: Farmingdale, furn., 3 rm., priv. entr., gentleman pref. 598-1297.

GARAGE: 1 or 2 car, in Hicksville. OV 1-4330.

MOTOR HOME: 24 ft., fully self-contain., day or weekly. 724-2434.

ROOM: Nr. Grumman, priv. bath, gar. After 5 p.m. 796-8106.

FURN. ROOM: East Meadow area, single or dbl., gar. avail. PE 1-5242.

APT.: Furn., utilities, pvt. entrance, 4 mi. from Grumman. WE 5-6062.

ROOM: 34 Myers Ave., Hicksville, single/dbl., kit. priv. room. $25/wk. 822-1343.

ROOM: Bethpage area, furn., pvt. bath & entrance, refrig. & hot plate. 938-6999.

ROOM: Near Grumman, furn., private. WE 5-2466.

Car Pool

STATEN ISLAND: will join existing carpool or form new one. G. Wiseman, Ext. 87470.

Free

DOG: Gordon Setter, AKC, female, 5 yrs., likes to run, not for children, good watchdog. 472-0332.

Lost

CUFFLINK: Gold watchworks, January 17. Courten, 86001.

For Adoption

KITTENS: 1 black & white male, 2 white female, 6 mo. old. 277-4596.

For Sale

SNOW BLOWER: 3 hp, Sears, self-prop., skid chains. $75. MO 9-9316.

CHEV.: '63 Impala, 4 dr. sedan, V-8, auto. trans., pwr. steter., r/h. $200. After 6 p.m. (212) 886-3958.

MISC.: Heywood Wakefield mahog. bdrm., chest, dress. w/mir. & nite stands, $95; Sony auto TV anten., $12; auto. tach. dwell meter 6 and 8 cyl., $12; small port. reel tape record, full size reel tape record. PY 8-4258.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

FREDERICK J. STEPHEN of Manufacturing Inspection, Plant 2, died February 3 at the age of 56. He had been with Grumman since 1950 and lived at 64 Rugby Drive, Shirley.

For Sale

BOAT: '69 Sportcraft fbgl. cabin cruis., 27', twin 160 hp. Mercruisers, depth find., AM rdo., sniffer, synchro., deluxe int., dinette, stove, marine head w/ holding tank, bow & stern rails, sleeps 4, outriggers. $7,500. 421-5589.

PINTO: '71, yell., 4 spd., 115 hp, mag, gauges, tach., tapedeck, speak. After 5 p.m. 581-3079.

SKYLARK: '70 spt. cpe., 22,000 mi., white, vinyl top, a/c, w/w, mag, snows. $2550. 747-4072.

HARLEY: '45, rebuilt mot., new paintn mold & chrome. $1000. 928-5622.

VW: '71 Super Beetle, auto trans., r/h, rear defrost. Ask $1595. 586-1647.

CAMPER: '69 Cox, sleeps 6, extras. $600. 888-0929.

MESA: '69 Apache, heat, sleeps 6, city water hookup, elec., kit., many extras. Ask $800. After 6 p.m. 289-3875.

MISC.: Lawn sweeper, $10; boy's 2 wheel bike, $10; Hoover floor waxer, $10. 271-9660.

POOL TABLE: 4x8 ft., $70. After 5 p.m. 587-9125.

For Sale

OLDS: '66 luxury sed., 50,400 mi., a/c, all pwr., new trans., new shocks, snows, orig. owner, $695. 212 GL 4-1357.

RIVIERA: '72, all pwr., am/fm stereo, tilt wheel, road wheels, 6,500 mi., $4,600. 223-3234.

NOVA: '66, $200. 588-1502, after 4:30 pm.

MERCURY: '68 Monterey, 4 dr. sed., r.h., a.t., fact. a/c, pwr. steer., tint glass, vinyl top, $1,000. 586-8574.

VW: '70, blue, sun-roof, radio, less than 21,000 mi., $1,400. 799-0853.

FORD WAGON: '63, R&H, auto. trans., 7 tires, new brks. 546-8380.

TIRES: Two wide 60 series, J60x15, 1 mo., $50; two radials 678x15, $40. MO 1-0211.

YAMAHA: '72 250 cc. Enduro DT-2, lugg. rack, windshield, dual mirr., helmet, low mi., $695. 265-6606.

CHEVY: '65 Impala, 2 dr. hd. tp., 283 eng., air cond., pwr. steer., ask. $450 or best offer. 286-0198.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

MOBILE HOME: Syosset, 2 bdrm., fenced park. $3500. 364-9147.

HOUSE: Babylon Village, 3 bdrm. ranch, att. gar., lvg. rm., dng. rm., full bsmt. 70 x 100 treed prop., w/w, s/s, patio, o.h.w., Low 30's. 587-4307.

HOUSE: Selden, 3 bdrm., lvg. rm., dng. rm., break. room., bsmt., heated porch. $24,500. 732-0354.

GUITAR: Folk, carry case, new strings & strap, spare strings. Ask. $30. 731-5279.

PIANO: Baby Grand, incl. del. $375. After 6 p.m. 888-7949.

DRESSER: Twin bed, birch hdbed & ftbed w/matt. & spring, $65; birch dresser w/ mirror, $35. MY 2-4277.

CAMERA: Konica C-35, fully auto., 35 mm, flash attach. $50. PY 6-7916.

CAMERA: Bolsey B-22, 35 mm, leather case, lens hood, flash gun, ex. $15. WA 1-2978.

TRAVEL TRAILER: '71 Lancer, 17', self-cont., stall shower, spare, awning, sway control hitch. $2400. After 4:30 p.m. 888-4662.

TV: b/w, 17" G.E. table mod., & 21" RCA console. Both $25. MY 2-4277.

BOAT: 17' Penn van '64, '66 60 hp Evinrude, trail, cover, compass, side covers, built in 20 gal. fuel tank, $900. After 5 p.m. 667-8748.

CRIB: Edison, wh., dbl. drop sides, matt.; "Kiddie Tote", back pack; expand-a-gate, plastic mesh. All $30. PE 1-0225.

STORM DOORS: Alum., 1 stad. 30"x81", $10; 1 jalousie, 36" x 81", $15. 746-4684.

DODGE: '71 Dart, 2 dr. hdtop, 6 cyl., 3 spd. stnd. shift, r'h, 2 new tires, new clutch & muff., 45,000 mi. Ask $1895. 751-1327.

MUSTANG: '67 Shelby, '71 motor & trans., new brakes & drums. $500. 928-5622.

HOUSE: Westbury, brick split, 3 bdrm. 2½ bath, mod. kit., dbl. gar., pnld. den. Hi $40's. 333-5560.

MACH I: '70, 23,000 mi., Hurst 4 spd., r/h, new snows, Grager mags, console, buck After 6 p.m. 671-4788.

ELEC. RANGE: 20" magic chef, 4 burner, oven win., 3 yrs. old. $75. 731-7618.

PONTIAC: '65 LeMans, 2 dr. hdtop, auto. trans., bucket seats, 2 mount. snows. $300. WE 5-1678.

SAILBOAT: Corinthian 19 Bristol Sailstar, fibergl. cruise, 4 hp Evinrude, stor. paid, $2,500. 421-9336.

SAILBOAT: 11 ft. Sunflower #356, unsink., plastic covered styrofoam, splash deck, $180. 271-3560.

HONDA: Mini-trail, 50cc, 3 spd., $175. 249-5392, after 5 p.m.

PONTIAC: '71 LeMans T-37, a/c, pwr. steer., r&h, new snows, 18,000 mi., $2,900. 757-0420.

MUSTANG: '69, 8 cyl. a/c, pwr. steer, auto trans., 45,000 mi., $1,700 firm. AN 1-7743.

FORD: '61, 8 cyl., 2 dr., auto. trans., pwr. steer., best offer. 826-9160.

NEWPORT: '67 4 dr., green, black hd. tp., leather int., all pwr., a/c, $800. 549-5164.

TEMPEST: '68 Cust., V8, p/s, a/c, auto. trans., 43,000 mi., new batt. & rear axle, ask. $1,100. 293-4711.

SNOW BLOWER: plus Power Lawn mower, Toro pwr. handle syst., $100. HA 3-2045.

TENT: 10x13 HiWall cabin, Morsan's, used 4 tires, $100. 587-4420, after 6 pm.

MISC.: Beer barr. mooring; Cypress Gardens water ski; Coleman 2 burner camping stove; pair of adj. crutches; basebd. heat. for 1 room. MA 3-9767.

STEREO: Peerless AM-FM w/eight trk. tape deck, two spkrs., 5 watts/chann., $75; Scott am-fm stereo w/mini-rec. changer, two spkrs., 10 watts/chann, $100. 212-591-9119, after 5 pm.

BDRM FURN.: Contemp. cherry wd., chest, dresser, mirr., bed, 2 end tbls., $250. 266-3574.

DRYER: Westinghouse elec., $50. 979-6133.

DIN. RM. SET: 9 pc., tbl., 6 chrs., buffet, china cbnt., blonde wood, contains hi-fi system, 665-8139, after 6 pm.

PUPPIES: Shith Tzu, AKC reg., paper train. 798-7847.

CAGES: Galvanized, rabbits, feeders, double units, $12. 884-6678.

MISC.: Westinghouse 2 dr. copper. refrig., 1 year old; GE heavy duty wash-dry.; White formica drop leaf tbl., 4 chr., wrought iron, 3 dresser; 1 baby swing; Biltrite baby carr. 423-2705.

STEREO: Scott AM-FM radio, three spkrs., Garrard 4 spd. changer, no cabinet, best offer. 212 IN 3-9239.

DIN. RM. SET: Van Leigh, Jr., tbl., 4 chrs., w/ leaves & tbl. pads. $85. CH 9-2665.

SEWING MACH.: Singer featherwt., port. w/case, mod. 221, $65. J. Betsch, x87187.

MIKE: Shure, hand, control. reluct., low impedance, $15. LO 1-7914.

MISC.: Four F78x14 w-w. Goodrich tires; two F78x14 Firestone snows mount. on Ford rims, $100; 16 in. snow blow., $40; 27 in. lawn broom, $30. 785-6797.

REFRIG.: Philco, 15 ft. 2 dr., bott. freeze, frost free, $85.

ADDING MACH.: Sunstrand. 546-8380.

For Sale

LENS: Konica zoom, 80-200/3 5 w/pistol grip, case, shade & filt., $225. 724-2496.

RECORD CABINET: Black w/gold flecks, fold. leaf top, 2 slide dr., 37x26x17, $20. 212-471-9694.

HOUSE: No. Lindenhurst, cust. ranch, oversize liv. rm., formal din. rm., 3 bdrms., 2 car gar., s/s, w/w appli., solid plaster walls, 100x100, rr. fenced, cellar entr., many xtras. 888-3117.

HOUSE: West Islip, 3 bdrm., high ranch, din. rm., eat-in kitch., fin. bsmt. playrm., gar., air cond., 16x36 pool (above grnd.), 75 x 200, fenced, taxes $800. $35,000. JU 7-4096.

HOUSE: Bellmore, ranch, 4 bdrms., 1½ baths, den w/stone firepl., fin. basemt., new appli., att. gar., $44,000. 221-5871.

BUNGALOW: Ferndale, N.Y., Bungalow Colony, 2 bdrms., full bath & kitch., screen. porch, all util., 40x100, priv. lake. PY 6-3887, after 5:30 pm.

HOUSE: East Northport, all brick ranch, ½ acre, 7 rooms, 3 bdrms., 2 baths, panel. liv. rm., din. rm., den, & foyer, full basemt., w/w, s/s, hot water heat; $44,000. 864-3153.

HOUSE: Calverton, 4 bdrm. ranch, firepl., din. rm., country kitch., 2 acres waterfront, Peconic River, low taxes under $800, immed. occup., L.I.E., settling estate, $28,000. 433-3989.

HOUSE: Expand. 3-4 bdrm. ranch, huge firepl., all apli., enc. deck, patio, cyclone fence, prof. lndscpd., low taxes, $32,500. 472-1331 after 5 pm.

HOUSE: No. Massapequa, 3 bdrm. Cape, eat-in kitch., center hall, form. din. rm., encl. breezeway, att. two car gar., fin. basemt. w/wet bar, xtra kitch in basemt., laundry rm., w/w. firepl., lndscpd., 100x100, $39,990. 799-1532.

MOBILE HOME: 12 x 65, 5 rms., shed, skirt, in park, 2 yr. child. & under only. furnish. 727-8192.

RIMS: Pr. 15 in. 5 lug steel wheels; men's bowl. ball, 16 lbs., best offer. 735-5261.

VW: '70 tan bug, new muff., tires, ski rack, $1,190. 728-2772, evgs.

STORM DOORS: Aluminum, one stand., 32x81, $10; one jalousie 36x81, $15. 746-4684.

DOG: Doberman Pincher, AKC reg., female, blk-tan. 2 yrs., good w/children, obedience train., house broken, moving, $200. 215-643-7925.

HOUSE: Levittown ranch, 4 bedrms., 1½ baths, gar., 68x110, fenced, patio, vacant, reasonable offer. 735-7603.

HOUSE: Centerport, brick ranch, 3 bdrm., lg. fam. rm., firepl., all appli., w/w, patio, lndscpd., 2 car gar., beach & dock rights, $58,500. AN 1-7939.

HOUSE: W. Farmingdale, 3-4 bdrm., farm ranch, 4th bdrm. or fam. w/ loft, ¼ acre, lvg. rm., 15 x 20 w/ raisd hearth frpl., lib., 15x20 country kit., s/s, w/w carpet, dishwasher, wash./dry., ref./ freez., low taxes. $33,990. After 6 pm. 694-4539.

FURY: '63. $125. HA 7-0245.

CHEV.: '67 Impala, 4 dr. hdtop, vinyl top, auto. trans., pow. steer., orig. owner. $750. CH 9-7026.

PERSONALS

The family of the late Douglas Smith of Plant 6 wish to express their gratitude for the kind expressions of sympathy from all his friends at Grumman.

plane GRUMMAN news

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GAA eyes sunny Hawaiian shore for jet charter flight in 1973

If you happened to catch the final two rounds of the Hawaii Open on television last weekend, you already know how beautiful the area is. And if you've had a longing to try the sun and surf at Waikiki Beach . . . well, here's your chance.

Next September, the Grumman Athletic Association will have two flights to Hawaii on American Airlines. One of the groups will stay at the Hawaiian Regent Hotel at Honolulu, the other will tour the islands with stopovers at four famous resort hotels.

Here's the way the two trips stack up:

All Waikiki Beach: Those who sign up for this flight will be gone eight days and seven nights, departing from Kennedy International on Saturday, September 15, and returning Saturday, September 22. Eligibility is restricted to Grumman employees and retired personnel, their families (parent, child, or spouse), and relatives who live in the same household.

Accommodations (double-occupancy in twin-bed rooms) at the Hawaiian Regent Hotel will include two meals per day—full American breakfast with champagne, table d'hote dinner—transfers between airport and hotel, gratuities, and departpre taxes.

The cost: $439 per person.

All Hawaii Tour: Flight members in this tour group will depart Kennedy International the morning of Sunday, September 16, on American Airlines with stopovers at Honolulu (Hawaiian Regent Hotel), Kauai (Kauai Beachboy or Kauai Surf), Maui (Maui Surf or Maui Hilton), and Hawaii (Kona Surf or Kona Hilton), for a total of 13 nights in the islands. Return is scheduled for Sunday, September 30.

Included in the tour package are twin-bedrooms (double occupancy), two meals per day—full American breakfast with champagne and table d'hote dinner—transfers between airport and hotel, gratuities, and departure taxes.

$824 per person

The cost: $824 per person, double-occupancy and MAP meals throughout; or, $754 per person, double-occupancy and MAP meals on outer islands only.

Eligibility for this tour is restricted to Grumman employees and retired personnel, and their families (parents, child, spouse, brother, sister). Depending on space available, guests can also be listed.

Although the trips are not scheduled until September 1973, the Grumman Athletic Association is signing up for the trips on Wednesday, February 28, starting at 5:30 p.m. in the Plant 20 waiting room. Personnel must be present for the drawing to determine order of sign-up, says Bob Benn, director of GAA, and a down payment of $300 each (checks made out to Bethpage Aircraft Tour Club) must be made at time of sign-up.

If you have any questions, call Bob or Pete Looney on Ext. 2133 or 2269. They'll be glad to help you.

Coming up . . .

GAA is planning two cruises in '73, the first in May, the second in November. Details will be announced in the next issue of Plane News.

And a full tank, too. Cdr. R. A. Daleke, skipper of VAQ-129 at Whidbey Island, Washington, looks plenty happy as he accepts 'keys' to the last standard version of the Grumman EA-6B Prowler from Grumman Field Service reps Bob McNeill and Jerry Markham. New Prowlers arriving at Whidbey will have more versatile and sophisticated jamming systems and Martin-Baker rocket-ejection seats to assist in their electronic countermeasure missions. (Navy photo)

We're kinda slim . . .

During the torrential rain last week, there were an awful lot of people muttering gleefully, "Wow, if this were snow, we'd be up to our armpits." Better it should have been snow. For us, at least.

Snow we can dig, but rain . . . and more rain . . . and more rain? Eventually something's got to give — and that's exactly what happened. Just before we could get a new shipment of paper in from New Jersey, the warehouse it was stocked in was inundated —you could even say swamped—by the rising tides. And the 12-page paper we had planned was swamped with it.

Our printer did his best, came up with enough for eight pages at least, and that's why we're kinda slim. We'll try to make it up next issue with a 16 pager.

Better it should have been snow.

Ds still losing . . . so who's perfect?

Contrast is the spice of life, some people say, but the contrast in the expert division of the L.I. Industrial Pistol League is extremely painful—at least to the Grumman D team. The Ds lost their seventh straight match a couple of weeks ago, a 993-1,090 defeat to Pan Am B., and although they list a couple of the better shooters at Grumman on their roster, now rest at the bottom of the division. That hurts.

But what really makes that hurt a little more difficult to bear is the Grumman Gold team. They now show a 6-1 record after a 1,075-1,015 win over Sperry. Ron Trenkner sparked that victory with 272, and was aided by Hank Chau, 269, Nick Evangelides, 269, and Phil Boehm, 264. Standouts for the Ds were Dave Rice, 268, Art McKee, 260, and Greg Criscione, 258.

In other .22 caliber action, the Grumman Bs ran their output to 5-1 in the sharpshooter division in the league with a 1,025-990 triumph over Republic, with Dick Cabble's 265, Marcello Longa's 255, Mort Weinberg's 253, and Bill Boyce's 252 contributing to the win.

Mat Spencer's 256 led the Grumman Es, last in '72 in the sharpshooter division, to an upset 953-946 win over last year's division champs, the Grumman C team. Tom Cassino's 243 and Tom Tavitian's 235 aided Spencer, while Mike Baumgarten's 248 and Tom Lovatt's 246 were high for the losers.

Moving to the larger bore weapons, .38 and .45 caliber handguns, Grumman didn't fare well against the Competitive Pistol Association in the South Shore League. In fact, they got gunned down, 983-1,099, and now show a season's mark of 4-4. In that firing, Dave Rice's 266 was high, followed by Art McKee's 253, Phil Boehm's 241, and Ron Trenkner's 223.

GRUMMAN AEROSPACE CORPORATION
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Think snow 'cause next ski outing scheduled for Bosquets, Feb. 23

Is there still such a thing as snow? Let's hope so, because the Grumman Athletic Association is scheduling its second ski trip of the season on February 23-25 to Bousquets, Jiminy Peak, and Brodie Mountain, with accommodations at Holiday Inn at Lenox, Mass. That's where the first ski trip—originally set for Mt. Southington, Conn.—ended up. Warm weather and rain forced the move northward.

Here's what you'll be paying for:

- Transportation in modern, air-ride buses (leaving from Plant 3 at 5:30 p.m., Friday, February 23)
- Deluxe accommodations—all rooms have color TV and private bath
- Snacks and beverages on arrival
- Breakfast and dinner daily
- Ski instructions
- Full facilities for beginners and experts
- Use of ski equipment
- Wine and cheese swing-ding
- All tips and taxes

And besides those items, how about a poolside sauna, snowmobiling on the premises, and ice skating.

The cost: $57.75 for four persons in a room; $62.75 for 3 per room; $67.75 for two per room—and deduct $5 per person if ski equipment is not required.

If you're interested, call GAA, Ext. 2133 or 2269, or stop by the recreation office in Plant 30.